

CENTRAL INTELLIGENCE AGENCY

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NO. OF PAGES 2

NO. OF ENCLS. 2
(LISTED BELOW) (Encl "A" & "B")

SUPPLEMENT TO

THIS IS UNEVALUATED INFORMATION

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6. The Liepaja Locomotive and Freight Car Repair Shop employed about two thousand persons who worked in the following departments:
 - (1) Locomotive -- (Mounting and Assembly Shop, Boiler Shop, and Tender Shop)
 - (2) Freight and Passenger Car -- (Carpenter Shop, Sheet Metal Shop, Paint Shop, Glass and Upholstery Shop)
 - (3) Internal Combustion Engine -- (Tracked Motor Car Repair Shop and Tracked Motor Car Construction Shop; small Foundry; Machine Tool Shop; Axle, Wheel, and Tire Shop; and Manometer and Gauge Construction and Repair Shop)
7. The plant's capacity during normal times was 20 locomotives and 40 to 50 freight cars per week. This quota was hardly ever met. The plant regularly performed general heavy, medium, and light repairs on locomotives and the necessary repairs on freight, passenger, and tracked motor cars. It also produced certain sheet-metal and forging parts which were necessary for miscellaneous railroad repairs and for placing and joining of rails on tracks.
8. During the summer of 1944, when the Soviet Army approached the borders of Latvia, the Germans evacuated much of the plant's machinery and equipment to Breslau-Oder, Germany. During this evacuation of machinery, a Soviet air raid on the area damaged and destroyed some of it. According to information from other Latvian refugees who left that area at a later date, the Latvian Locomotive and Freight Car Repair Shop is in full operation again; but I have no idea as to the extent of its output and efficiency.
9. There was no concentration of the engineering industry in Liepaja. Smaller and less important firms had their engineering problems handled by "Tosmare", "Drasu Fabrika", and the Liepaja Locomotive and Freight Car Repair Shop. Public utilities in Liepaja, in addition to a small thermal plant, consisted of a new thermal power plant, an older thermal power plant which generated direct current, and a gas producing plant. There was no municipal water plant in Liepaja, but each of the three largest industries had its own water plant.
10. The importance of petroleum storage installations was of a local point of view. For location of tank farms, see enclosure (B).
11. There was no machine construction on any considerable scale in Liepaja. Of course, the three large plants mentioned above built many special machines for their own uses. Additional manufacturing plants in the area were an ore process plant, a safety match plant, a leather processing factory, a shoe manufacturing plant and several lumber yards. In the food manufacturing industry there were: a sugar refinery, a pork and fish canning plant, and several steam-powered flour mills. The freight yard in Liepaja served as a storage yard for the southwestern part of Latvia. The passenger station was of only local importance.
12. Total labor forces of the following factories were:
 - (1) Liepaja Locomotive and Freight Car Repair Shop -- 2000 employees
 - (2) The Drasu Fabrika (now called "Krasny Metallurg") -- 2500 employees
 - (3) Tosmare Ship Yards -- 2000 employees

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ENCLOSURE (A): Sketch of gauge-changing device

ENCLOSURE (B): Map of Liepaja Showing Location of Industries with Legend

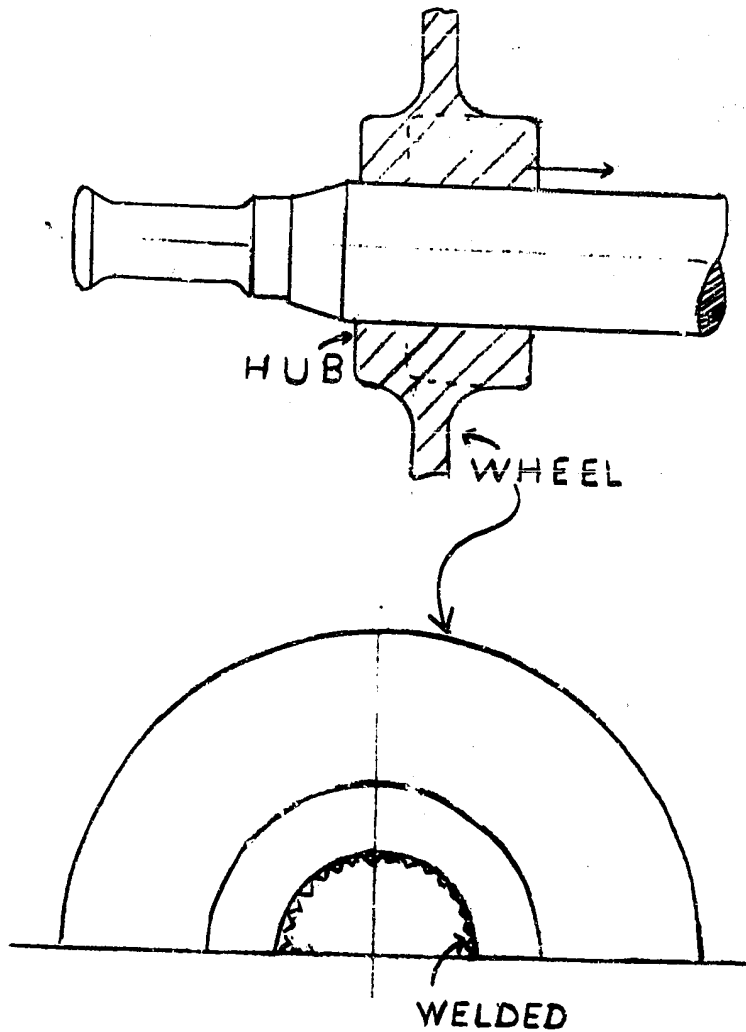
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ENCLOSURE ✕

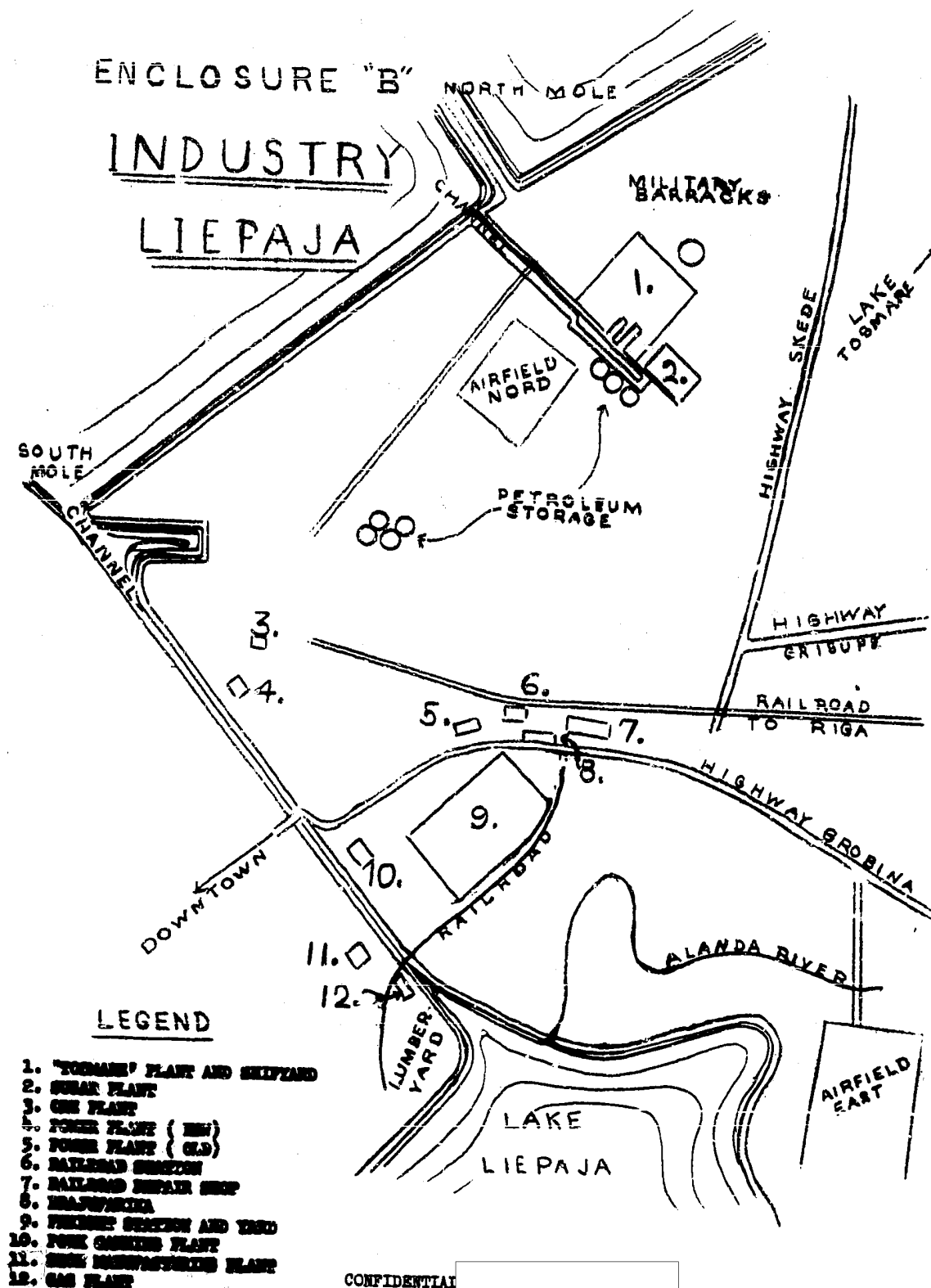


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